

MARIN COUNTY CONGESTION MANAGEMENT AGENCY

ROSS VALLEY COMMUNITY ADVISORY COMMITTEE MEETING ACTION MINUTES JULY 24, 2003

Members Present:	Hobart Bartshire, Peter Breen, Niccolo Caldararo, Vince Ceriello, Larry Chu, Wayne Cooper, Michael Hooper, Lori Lopin, Joan Lundstrom, Phillip Rice, Harry Schriebman, and Linda Siegel
Members Absent:	Hal Brown, Jerry Edelbrock, and Michelle Suggs
Staff Present:	Dean Powell, Marin County Department of Public Works; and Bonnie Nelson, Congestion Management Agency Consultant
Others:	Rabi Elias, Town of San Anselmo Public Works Director; Bill Whitney, Town of Fairfax Public Works Director; Eric Anderson, Marin County Bicycle Coalition; and Nancy Weninger

The meeting was convened at 3:08 p.m.

1. INTRODUCTIONS

2 APPROVAL OF ACTION MINUTES OF JUNE 30, 2003

The committee accepted the June 30, 2003 action minutes unanimously without modification.

3. PRESENTATION ON THE LOCAL STREET AND ROADS ELEMENT AND REVIEW OF GUIDANCE AND DIRECTION OF THE CMA/BOS JOINT COMMITTEE

Staff presented information on the guidelines and general direction of the CMA/BOS Joint Committee for the Local Streets and Roads element of the draft Transportation Sales Tax Expenditure Plan. On behalf of the Joint Committee, staff was seeking community input on: (1) the preliminary allocation of 25-35% of the sales tax revenues towards the Local Streets and Roads element; (2) the long and short lists of Roadways of Countywide Significance; and (3) any feedback on the other recommendations made by the Public Works Directors concerning Local Streets and Roads issues.

Committee discussion and public comment topics included: (1) what types of projects can be included in the Local Streets and Roads element; (2) how the Joint Committee arrived at their 25-35% allocation range for the Local Streets and Roads element; (3) other funding sources, including the State Transportation Improvement Program (STIP) and Proposition 42; (4) the actual gap between funding needs and projected revenue for the Local Streets and Roads element; (5) the assumptions used by the Public Works Directors in selecting the Roadways of Countywide Significance; and (6) what "consideration of bike and pedestrian improvements" means in implementing Local Streets and Roads projects. (Information on these topics can be found in the July staff report and the "Frequently Asked Questions #2" handout in the August staff report.)

Sense of the Committee – The committee arrived at a general consensus on the following:

- The committee will provide input on the preliminary allocation range for the Local Streets and Roads element after reviewing all four draft Transportation Sales Tax Expenditure Plan elements.
- The committee needs more information on the actual gap between funding needs and projected revenue for the Local Streets and Roads element before input on the preliminary allocation range is provided.
- No changes were suggested to the long list of Roadways of Countywide Significance.
- The short list of Roadways of Countywide Significance should be amended to:
 - Add Tamalpais Drive/Madera Boulevard/Tamal Vista Boulevard/Fifer Avenue/Lucky Drive/Doherty Drive
 - Limit Paradise Drive to north of Trestle Glen Boulevard only
 - Limit Sir Francis Drake Boulevard from Interstate 580 to Nicasio Valley Road
- A left-turn pocket should be added to Paradise Drive at Golden Hind Passage.

- The committee recommends that Local Streets and Roads projects consider the needs of all potential users of the roadway by implementing recommended improvements in applicable, local bicycle and pedestrian plans and the Safe Routes to School capital improvements list where feasible.

4. PRESENTATION ON THE SCHOOL ACCESS ELEMENT AND REVIEW OF GUIDANCE AND DIRECTION OF THE CMA/BOS JOINT COMMITTEE

Staff presented information on the guidelines and general direction of the CMA/BOS Joint Committee for the School Access element of the draft Transportation Sales Tax Expenditure Plan. On behalf of the Joint Committee, staff was seeking community input on: (1) the preliminary allocation of 10-15% of the sales tax revenues towards the School Access element; (2) a sense of local priority on the various components of the School Access element; and (3) any feedback on folding the School Pool program into the Safe Routes to School program (SR2S).

Committee discussion and public comment topics included: (1) trip linking and the percentage of school trips during the morning peak hours; (2) the idea of combining the School Pool program with the SR2S program and whether the School Pool program could be coordinated by schools to save money; (3) how the lack of crossing guards at busy intersections was cited as the most common reason why parents did not let their children walk or ride a bike to school; (4) how schools or communities can provide matching funds to expand the Crossing Guard program; (5) the success of the Ride & Roll free bus pass for students program; (6) the possibility of a county-wide student pass where every participant pays to ease funding needs and address equity issues; (7) the need to use smaller shuttles for schools; (8) the importance of needed capital projects, such as safe sidewalk and crosswalk improvements, to ensure the long-term success of the SR2S program. (Information on these topics can be found in the July staff report and the “Frequently Asked Questions #2” handout in the August staff report.)

Sense of the Committee – The committee arrived at a general consensus on the following:

- The committee will provide input on the preliminary allocation range for the School Access element after reviewing all four draft Transportation Sales Tax Expenditure Plan elements.
- The committee supported the various components of the School Access element, including folding the School Pool program into the SR2S program as suggested by the Joint Committee.
- Consensus on other related issues included:
 - Implementation of the projects on the SR2S capital projects priorities list is critical. SR2S capital improvements within one mile of a school are the highest priority.
 - Bike shelters at high schools should be provided.
 - High school and college students are a major contributor to traffic congestion in the Ross Valley area. This population should be targeted and specific programs should be developed to address this unique issue.

5. FOLLOW-UP TO FREQUENTLY ASKED QUESTIONS FROM LAST MEETING

Staff confirmed that the Frequently Asked Questions handout would be expanded and distributed with the next month meeting packet to reflect questions raised during today’s meeting. The committee also asked staff to include questions on whether a sales tax is regressive and information on any tax legislation being considered that may affect laws on sales taxes or other taxes, such as incomes taxes, as a potential source of transportation revenue.

6. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None.

7. CONFIRM/SCHEDULE NEXT MEETING DATE, TIME, AND LOCATION

The next committee meeting is on Wednesday, August 28th, at 4:00 p.m. in the San Anselmo Council Chamber.

Chair Breen adjourned the meeting at 5:11 p.m.